

97-84021-9

U.S. Interstate Commerce  
Commission

Explanatory text...Elgin,  
Joliet & Eastern Railway...

[Philadelphia]

[1916]

97-84021-9

MASTER NEGATIVE #

COLUMBIA UNIVERSITY LIBRARIES  
PRESERVATION DIVISION

## BIBLIOGRAPHIC MICROFORM TARGET

ORIGINAL MATERIAL AS FILMED - EXISTING BIBLIOGRAPHIC RECORD

|        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 308    | U. S. Interstate commerce commission. Division of valuation.                                                                                                                                                                                                                                                                                                                                                                                                         |
| 2      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Box 62 | ... Explanatory text accompanying the engineering report giving the cost of reproduction new and cost of reproduction less depreciation of certain accounts as shown for the Elgin, Joliet & eastern railway with its leased lines, the Chicago, Lake shore & eastern railway and the Joliet & Blue Island railroad. Dated of valuation, June 30, 1914. Chicago, Ill., June 17, 1916. Philadelphia, Presidents' conference committee, 1916, 29 p. 23 <sup>cm</sup> . |
|        | On cover: Printed by general secretary for committee's use, but not published.                                                                                                                                                                                                                                                                                                                                                                                       |
|        | At head of title: Inter- state commerce commission. Division of valuation—Central district.                                                                                                                                                                                                                                                                                                                                                                          |
|        | 1. Railroads—U. S.— eastern railway. Valuation. 2. Elgin, Joliet and A 16-1159                                                                                                                                                                                                                                                                                                                                                                                       |
|        | Title from Bureau of Railway Economics. Printed by L. C. <i>only E1</i>                                                                                                                                                                                                                                                                                                                                                                                              |

RESTRICTIONS ON USE: Reproductions may not be made without permission from Columbia University Libraries.

## TECHNICAL MICROFORM DATA

FILM SIZE: 35 mmREDUCTION RATIO: 11:1IMAGE PLACEMENT: IA (11A) IB IIBDATE FILMED: 2-10-97INITIALS: FBTRACKING #: MSH 21464

FILMED BY PRESERVATION RESOURCES, BETHLEHEM, PA.

*Prof. D. R. J. ...*  
Printed by General Secretary for  
Committee's Use, But Not Published

8 8 1916

308  
2  
1204

## ELGIN, JOLIET & EASTERN RAILWAY

WITH ITS LEASED LINES

THE CHICAGO, LAKE SHORE & EASTERN RAILWAY

AND

THE JOLIET & BLUE ISLAND RAILROAD

---

## EXPLANATORY TEXT ACCOMPANYING THE ENGINEERING REPORT

GIVING THE

COST OF REPRODUCTION NEW

AND

COST OF REPRODUCTION LESS DEPRECIATION

AS OF JUNE 30, 1914

---

## ENGINEERING

OFFICE OF  
GENERAL SECRETARY  
PRESIDENTS' CONFERENCE COMMITTEE  
PHILADELPHIA, PA.

**INTERSTATE COMMERCE COMMISSION**

---

**DIVISION OF VALUATION—CENTRAL DISTRICT**

---

**EXPLANATORY TEXT ACCOMPANYING THE  
ENGINEERING REPORT**

**GIVING THE**

**COST OF REPRODUCTION NEW  
AND  
COST OF REPRODUCTION LESS DEPRECIATION  
OF CERTAIN ACCOUNTS AS SHOWN**

**FOR THE**

**ELGIN, JOLIET & EASTERN RAILWAY**

**WITH ITS LEASED LINES**

**THE CHICAGO, LAKE SHORE & EASTERN RAILWAY  
AND**

**THE JOLIET & BLUE ISLAND RAILROAD**

**DATE OF VALUATION, JUNE 30, 1914**

---

**CHICAGO, ILL., JUNE 17, 1916**

## TABLE OF CONTENTS.

|                                               | PAGES |
|-----------------------------------------------|-------|
| Description of Property.....                  | 3-8   |
| Connections.....                              | 4-5   |
| Country.....                                  | 5-6   |
| Traffic.....                                  | 6-8   |
| History of Construction.....                  | 8-10  |
| Reproduction Program.....                     | 11-29 |
| I. C. C. Divisions.....                       | 11-13 |
| Mileage Statement.....                        | 14    |
| Inventory.....                                | 17    |
| Unit Prices.....                              | 17    |
| Depreciation.....                             | 17    |
| Grading.....                                  | 18-19 |
| Adjusted Claims.....                          | 19-20 |
| Unadjusted Claims and Questions in Doubt..... | 20-27 |
| Abandoned Property.....                       | 29    |

1913 N. Y. Jan 22, 17

### REPORT OF THE COST OF REPRODUCTION NEW AND THE COST OF REPRODUCTION LESS DEPRECIATION OF THE ELGIN, JOLIET & EASTERN RAILWAY WITH ITS LEASED LINES THE CHICAGO, LAKE SHORE & EASTERN RAILWAY AND THE JOLIET & BLUE ISLAND RAILROAD.

The Elgin, Joliet & Eastern Railway forms a belt line around the city of Chicago at a radius of approximately 30 miles from the center of the city and crosses all the carriers entering the city of Chicago. Its northern terminus is at Waukegan, Ill., on Lake Michigan, where it has certain docks, and water as well as rail connections. It extends to the southwest and south through various small towns, and swings to the southeast and east through the city of Joliet, passing directly east through Chicago Heights to the Indiana State Line at Dyer, Ind., thence northeasterly, terminating at Porter, Ind., Another line extends from Griffith, Ind., to Cavanaugh, where it branches to Hammond and Whiting, Ind., and connects with the Chicago, Lake Shore & Eastern Railway, extending to Gary, Ind., and South Chicago, Ill., which property is operated under a long-term lease. Branches extend from Normantown to Aurora, Ill., from Walker to the coal fields between Carbon Hill and South Wilmington, Ill.; and from Rockdale Junction to Rockdale.

In Joliet connections are made with the Joliet & Blue Island Railroad, which property is leased to the Chicago, Lake Shore & Eastern Railway under a long-term lease, and by that carrier leased to the Elgin, Joliet & Eastern Railway.

The Elgin, Joliet & Eastern Railway also operates over the Chicago & Eastern Illinois Railroad through a trackage agreement made by that company with the Chicago, Lake Shore & Eastern Railway, the privilege covering practically the entire system of the Chicago & Eastern Illinois Railroad in Illinois and Indiana; except yard and terminal facilities elsewhere than at mines, quarries and coke works. About 2.59 miles of yards and sidings at Casparis Quarry, near Fairmont, are operated under lease from the same carrier.

The Elgin, Joliet & Eastern Railway also has trackage rights over the Indiana Harbor Belt Railroad from Whiting, Ind., to McCook, Ill., and for short pieces of track over various carriers near Chicago.

No passenger trains are operated by the Elgin, Joliet & Eastern Railway. A very heavy freight traffic is handled over portions of the main line, especially between Joliet and connections with the Chicago, Lake Shore & Eastern Railway at Cavanaugh, Ind.

#### Connections.

At Gary, Ind., the Chicago, Lake Shore & Eastern Railway handles the entire business of the Indiana Steel Company plant at that point, and has an extensive terminal yard called Kirk Yard, with engine house and other terminal facilities.

At South Chicago, the Elgin, Joliet & Eastern Railway handles the entire output of the Illinois Steel Company plant; and at Buffington, Ind., that of the Universal Portland Cement Company plant, belonging to the United States Steel Corporation.

All the freight of these three large properties to and from other railroads is handled exclusively by the Elgin, Joliet & Eastern Railway. At each of these localities there are also other large industries to which access is had.

At South Chicago is also located the 98th Street Yard of the Elgin, Joliet & Eastern Railway, where certain dock property is owned and access is had to water transportation through the Calumet River, and large grain elevators established at this point are reached.

Near Hammond, Ind., is the State Line Yard, where transfers are made to other carriers in this vicinity. At Hammond are also located many large industries.

At Whiting, Ind., the large Standard Oil Company plant is reached.

At Chicago Heights connection is made with the Chicago & Eastern Illinois Railroad, from which point the Elgin, Joliet & Eastern Railway operates over that carrier to the coal fields and stone quarries in southern and eastern Illinois and western Indiana.

At Joliet all the traffic of the Illinois Steel Company plant to and from other carriers is handled exclusively by the Elgin, Joliet & Eastern Railway, through the lease of the Joliet & Blue Island Railroad, an industrial railroad into this plant. Many other local industries in this neighborhood are reached, of which special mention may be made of the American Wire Works plant at Rockdale. Large yards and shops, and the headquarters of the road are located at Joliet.

At Waukegan connection is made with lake traffic through ownership of docks, some of which are leased to industries, among which are a large plant for receiving coal from the lakes and one for preserving timber. At this point connection is also made with other railroads and with the American Steel and Wire Company's plant. Other large industries in this vicinity and at North Chicago are also reached.

At Aurora, Ill., connection is made with the Chicago, Milwaukee & Gary Railway, which operates by trackage rights over the Elgin, Joliet & Eastern Railway from Aurora to Joliet.

As the Elgin, Joliet & Eastern Railway entirely encircles Chicago, it crosses all of the railroads which enter that city, so that there are more than 25 carriers to which delivery of freight can be made at more than double that number of points of connection. There is not a carrier entering Chicago, either steam or electric interurban, to which this carrier cannot deliver freight by direct connection.

#### Country.

The country traversed in the state of Illinois is generally rolling and well drained, with a clay subsoil, which in a few places becomes hardpan. The westerly part of the main line goes through a portion of the country in which there are large gravel beds, the more important to this carrier being located near Plainfield and Spaulding. In this locality there are many large sink holes. Through Indiana, the line to Porter generally is in a flat, level country, more rolling toward the east, while the lines north of Griffith and into Gary are in sandy country with small dunes. A small spur east from Gary reaches a pit in the

sand dunes called Dixie Pit, north of Millers, Ind. The country is generally rolling on the branch from Normantown to Aurora, and the branch from Walker to South Wilmington as far south as the Illinois River. South of this point the country becomes more level and the south end is in a flat country with black soil. About the only rock encountered on the system is near the Illinois River, on the Walker to South Wilmington branch, where there are a few cuts of solid rock.

The drainage over the entire line is very good, except some of the flat country in northwestern Indiana. The only large streams are the Des Plaines River at Joliet, the Calumet River at South Chicago, and the Illinois River at Divine.

The climate is warm in summer and cold in winter, ranging from a mean average temperature of 73 in July to 24 in January. There is considerable snow, and the average rainfall for 45 years is 33 inches.

#### Traffic.

The Elgin, Joliet & Eastern Railway handles a very large volume of industrial and interchange traffic. It forms an outer belt line, so that traffic over it coming in from one direction can go out in any other direction without entering the city. A large coal and stone business is handled by it from southern and eastern Illinois and from western Indiana, over the Chicago & Eastern Illinois Railroad and the lines of the Elgin, Joliet & Eastern Railway to the steel plants located at Gary, South Chicago and Joliet. Heavy traffic for delivery to various carriers originates in the three above-named steel plants and is handled by the Elgin, Joliet & Eastern Railway. There are numerous other industries which afford considerable tonnage. A large amount of agricultural products, especially grain, is handled through the elevators at South Chicago, for transshipment by boat or by the eastern carriers from that point.

The following are the principal cities and towns with which the Elgin, Joliet & Eastern Railway has direct traffic connections, with their population as given in the census of 1910:

|                            | Population. |
|----------------------------|-------------|
| Chicago, Ill.....          | 2,185,283   |
| Waukegan, Ill.....         | 16,069      |
| North Chicago, Ill.....    | 3,306       |
| Barrington, Ill.....       | 1,444       |
| West Chicago, Ill.....     | 2,376       |
| Plainfield, Ill.....       | 1,019       |
| South Wilmington, Ill..... | 2,403       |
| Aurora, Ill.....           | 29,807      |
| Joliet, Ill.....           | 34,670      |
| Minooka, Ill.....          | 361         |
| Coal City, Ill.....        | 2,667       |
| Rockdale, Ill.....         | 1,101       |
| Frankfort, Ill.....        | 273         |
| Matteson, Ill.....         | 461         |
| Chicago Heights, Ill.....  | 14,525      |
| Indiana Harbor, Ind.....   | 10,560      |
| Dyer, Ind.....             | 545         |
| Griffith, Ind.....         | 523         |
| Hobart, Ind.....           | 1,753       |
| Porter, Ind.....           | 524         |
| Gary, Ind.....             | 16,802      |
| Hammond, Ind.....          | 20,925      |
| Whiting, Ind.....          | 6,587       |

The total tonnage of freight handled during the year ending June 30, 1914, was as follows:

|                                       |                 |
|---------------------------------------|-----------------|
| Products of agriculture.....          | 1,541,455 tons  |
| Products of animals.....              | 98,403 tons     |
| Products of mines.....                | 15,257,160 tons |
| Products of forest.....               | 405,467 tons    |
| Products of manufacture.....          | 7,253,909 tons  |
| Miscellaneous and other commodities.. | 636,945 tons    |
| Total.....                            | 25,193,339 tons |

Of this amount, 14,023,573 tons originated on the Elgin, Joliet & Eastern Railway, and 11,169,766 tons was freight received from connecting carriers. Between 5,000,000 and

sand dunes called Dixie Pit, north of Millers, Ind. The country is generally rolling on the branch from Normantown to Aurora, and the branch from Walker to South Wilmington as far south as the Illinois River. South of this point the country becomes more level and the south end is in a flat country with black soil. About the only rock encountered on the system is near the Illinois River, on the Walker to South Wilmington branch, where there are a few cuts of solid rock.

The drainage over the entire line is very good, except some of the flat country in northwestern Indiana. The only large streams are the Des Plaines River at Joliet, the Calumet River at South Chicago, and the Illinois River at Divine.

The climate is warm in summer and cold in winter, ranging from a mean average temperature of 73 in July to 24 in January. There is considerable snow, and the average rainfall for 45 years is 33 inches.

#### Traffic.

The Elgin, Joliet & Eastern Railway handles a very large volume of industrial and interchange traffic. It forms an outer belt line, so that traffic over it coming in from one direction can go out in any other direction without entering the city. A large coal and stone business is handled by it from southern and eastern Illinois and from western Indiana, over the Chicago & Eastern Illinois Railroad and the lines of the Elgin, Joliet & Eastern Railway to the steel plants located at Gary, South Chicago and Joliet. Heavy traffic for delivery to various carriers originates in the three above-named steel plants and is handled by the Elgin, Joliet & Eastern Railway. There are numerous other industries which afford considerable tonnage. A large amount of agricultural products, especially grain, is handled through the elevators at South Chicago, for transshipment by boat or by the eastern carriers from that point.

The following are the principal cities and towns with which the Elgin, Joliet & Eastern Railway has direct traffic connections, with their population as given in the census of 1910:

|                            | Population. |
|----------------------------|-------------|
| Chicago, Ill.....          | 2,185,283   |
| Waukegan, Ill.....         | 16,069      |
| North Chicago, Ill.....    | 3,306       |
| Barrington, Ill.....       | 1,444       |
| West Chicago, Ill.....     | 2,376       |
| Plainfield, Ill.....       | 1,019       |
| South Wilmington, Ill..... | 2,403       |
| Aurora, Ill.....           | 29,807      |
| Joliet, Ill.....           | 34,670      |
| Minooka, Ill.....          | 361         |
| Coal City, Ill.....        | 2,667       |
| Rockdale, Ill.....         | 1,101       |
| Frankfort, Ill.....        | 273         |
| Matteson, Ill.....         | 461         |
| Chicago Heights, Ill.....  | 14,525      |
| Indiana Harbor, Ind.....   | 10,560      |
| Dyer, Ind.....             | 545         |
| Griffith, Ind.....         | 523         |
| Hobart, Ind.....           | 1,753       |
| Porter, Ind.....           | 524         |
| Gary, Ind.....             | 16,802      |
| Hammond, Ind.....          | 20,925      |
| Whiting, Ind.....          | 6,587       |

The total tonnage of freight handled during the year ending June 30, 1914, was as follows:

|                                       |                 |
|---------------------------------------|-----------------|
| Products of agriculture.....          | 1,541,455 tons  |
| Products of animals.....              | 98,403 tons     |
| Products of mines.....                | 15,257,160 tons |
| Products of forest.....               | 405,467 tons    |
| Products of manufacture.....          | 7,253,909 tons  |
| Miscellaneous and other commodities.. | 636,945 tons    |
| Total.....                            | 25,193,339 tons |

Of this amount, 14,023,573 tons originated on the Elgin, Joliet & Eastern Railway, and 11,169,766 tons was freight received from connecting carriers. Between 5,000,000 and

7,000,000 tons of coal and stone are handled by the Elgin, Joliet & Eastern Railway over the Chicago & Eastern Illinois Railroad for delivery to points on the Elgin, Joliet & Eastern Railway.

Being entirely a freight road, the service is more or less intermittent and varies with the necessities of the traffic.

#### History of Construction.

The first section of the line was built in 1886 between Joliet and Aurora by the Joliet, Aurora & Northern Railway Company, which was acquired by the Elgin, Joliet & Eastern Railway in 1888. The Elgin, Joliet & Eastern Railway was organized March 18, 1887, under the laws of Illinois. The road was opened in 1889 from Aurora to Normantown, from Spaulding through Joliet to McCool, and from Walker to South Wilmington. Dates of construction and the name of the original corporations for the entire road are shown by the following table:

#### Elgin, Joliet & Eastern Railway.

| Line                           | Built by                                 | Original Distance | Date Built |
|--------------------------------|------------------------------------------|-------------------|------------|
| Joliet to Aurora.....          | Joliet, Aurora & Northern Ry.            | 22.51             | 1886       |
| Waukegan to Spaulding.....     | Waukegan & Southwestern Ry.              | 35.74             | 1890       |
| Spaulding to Normantown.....   | Elgin, Joliet & Eastern Ry.              | 24.72             | 1889       |
| Joliet to McCool.....          | Elgin, Joliet & Eastern Ry.              | 55.42             | 1889       |
| McCool to Porter.....          | Elgin, Joliet & Eastern Ry.              | 4.61              | 1893       |
| Walker to South Wilmington     | Gardner, Coal City & Northern Ry.        | 31.29             | 1889       |
| Rockdale Jet. to Rockdale..... | Rockdale, Joliet & Lockport Terminal Ry. | 6.57              | 1905       |
| Hammond to Whiting.....        | Elgin, Joliet & Eastern Ry.              | 7.03              | 1897       |

#### Griffith & Northern Railway.

|                           |  |      |      |
|---------------------------|--|------|------|
| Griffith to Shearson..... |  | 9.71 | 1900 |
|---------------------------|--|------|------|

#### Chicago, Lake Shore & Eastern Railway.

| Line                             | Built by                                             | Original Distance | Date Built |
|----------------------------------|------------------------------------------------------|-------------------|------------|
| South Chicago to Clarke Jet..... | Calumet & Blue Island Ry.                            | 11.35             | 1897       |
| Clarke Jet. to Gary.....         | Chicago, Lake Shore & Eastern Ry. (partly abandoned) |                   | 1907       |
| Kirk Yard to Cavanaugh.....      | Chicago, Lake Shore & Eastern Ry.                    | 4.20              | 1907       |

#### Joliet & Blue Island Railroad.

|                                              |      |
|----------------------------------------------|------|
| Illinois Steel Company tracks at Joliet..... | 1890 |
|----------------------------------------------|------|

Nearly the entire line was built by ordinary methods of grading by the use of teams, cuts being hauled into the fills and the remaining parts of the fills completed from borrow pits, with the following exceptions:

At Waukegan the yard was mostly constructed of cinders from industries in that vicinity.

At North Chicago, by reason of the over-crossing of the Chicago & North Western Railway, some of the material was brought in from a short distance by train loaded by steam shovel.

Steam shovels and trains were used to do some of the filling in certain of the wider and higher stream crossings, such as the crossing of the Des Plaines River west of Rondout; the fill adjoining the Illinois River west of Joliet; the fills over Salt Creek and Deep River in Indiana; and also some of the larger cuts near the north end of the line were widened and the material used in bettering the fills.

Between Griffith and Cavanaugh at Ridge, there is a sand pit where a large amount of sand was obtained for use in the fills on this line, especially the heavy fills near Cavanaugh.

The yards of the Chicago, Lake Shore & Eastern Railway in the Gary district were, to a great extent, graded by leveling off the sand dunes in that vicinity; but it was necessary to bring in a large amount of material for filling at Kirk Yard, which was obtained from the sand dunes at Dixie Pit, about

six miles east of Gary, to which point the Chicago, Lake Shore & Eastern Railway built a spur track.

Considerable widening of banks has been done by waste material obtained from the various steel plants and industries with which the line connects.

Ballasting is largely gravel from the gravel pits near Spaulding and Plainfield, Illinois, although granulated slag and some broken stone are used on some of the Indiana properties.

As will be noted from the previous table, the system was not built consecutively as a whole, but was built in parts which were finally merged into the present system.

The maximum grades and curves throughout the line are shown by the following table:

| Line                                                                  | Maximum Grades | Maximum Curvature |
|-----------------------------------------------------------------------|----------------|-------------------|
| Waukegan to Joliet.....                                               | +1.00 -1.00    | 3°00'             |
| Joliet to Porter.....                                                 | +0.64 -0.54    | 3°00'             |
| Griffith to Gary.....                                                 | +0.40 -0.52    | 5°50'             |
| Griffith to South Chicago.....                                        | +0.40 -0.52    | 6°00' (E)         |
| Griffith to Hammond and Whiting.....                                  | +0.40 -0.52    | 6°15' (A)         |
| Normantown to Aurora.....                                             | +0.97 -0.85    | 4°00' (B)         |
| Walker to South Wilmington.....                                       | +0.66 -0.85    | 5°30' (C)         |
| Rockdale Junction to Rockdale.....                                    | +1.00 -0.99    | 5°00' (D)         |
| (A) At Shearson "Y".....                                              |                | 8°00'             |
| (B) At Aurora connection with Chicago, Milwaukee & Gary Railroad..... |                | 12°00'            |
| (C) At South Wilmington (near end of line).....                       |                | 13°00'            |
| (D) At Rockdale.....                                                  |                | 10°00'            |
| (E) At South Chicago.....                                             |                | 10°08'            |

As will be noted, the lines between Joliet and Gary and South Chicago, which are the lines of heaviest traffic, have light grades and comparatively light curvature, the tangents being long and percentage of curvature small.

Many betterments have been made since the various parts of the road were completed, in the nature of heavier rail, permanent structures, additional sidings and yards, and improvements in shops. These betterments and additions have been more or less a continuing process.

#### Reproduction Program.

It is assumed in reproducing this road that instead of being built as originally in short sections and extensions, it would be built under a definite and continuous plan and program, all under the supervision of a competent chief engineer. The construction of the road proper would be done by experienced contractors under the direct supervision of an organized engineering department reporting to the chief engineer.

The grading would be handled by one general contractor, or group of contractors; the bridging by another, and the buildings by another. Track-laying, surfacing and ballasting would be handled by contract. The locomotives, cars and machinery would be purchased under the direct supervision of the railroad company.

For purposes of inventory the road has been divided into valuation sections in accordance with the tabular statement on page 14.

In constructing the system as a whole, for convenience, it has been assumed that the system would be divided into three general districts, as follows:

#### Division No. 1.

|                                                                    |             |
|--------------------------------------------------------------------|-------------|
| Valuation Section No. 4—Joliet to Illinois-Indiana State Line..... | 29.90 miles |
| Valuation Section No. 5—Illinois-Indiana State Line to Porter..... | 25.83 miles |
| Total.....                                                         | 55.73 miles |

#### Division No. 2.

|                                                      |             |
|------------------------------------------------------|-------------|
| Valuation Section No. 1—Waukegan to Spaulding.....   | 36.29 miles |
| Valuation Section No. 2—Spaulding to Normantown..... | 24.77 miles |
| Valuation Section No. 3—Normantown to Joliet.....    | 13.83 miles |

**Branches.**

|                                                            |             |
|------------------------------------------------------------|-------------|
| Valuation Section No. 6—Normantown to Aurora.....          | 9.63 miles  |
| Valuation Section No. 7—Walker to South Wilmington.....    | 36.93 miles |
| Valuation Section No. 8—Rockdale Junction to Rockdale..... | 6.58 miles  |

**On Joliet & Blue Island Railroad.**

|                                                                                   |              |
|-----------------------------------------------------------------------------------|--------------|
| Valuation Section No. 3-F—Tracks in Illinois Steel Company's plant at Joliet..... | No main line |
| Total.....                                                                        | 128.03 miles |

**Division No. 3.**

All tracks north of Griffith, Ind., also three small yards located at Rossville, Steelton and Ryan, Ill., as follows:

|                                                               |              |
|---------------------------------------------------------------|--------------|
| Valuation Section No. 9—Griffith to Shearson                  | 9.20 miles   |
| Valuation Section No. 10—Shearson to Hammond.....             | 3.19 miles   |
| Valuation Section No. 10—Shearson to Whiting.....             | 3.64 miles   |
| Valuation Section No. 11—State Line Yard at Hammond.....      | No main line |
| Valuation Section No. 16—98th Street Yard, South Chicago..... | No main line |

**On Chicago, Lake Shore & Eastern Ry. Leased Line.**

|                                                                             |             |
|-----------------------------------------------------------------------------|-------------|
| Valuation Section No. 12—Cavanaugh to Kirk Yard Junction.....               | 2.10 miles  |
| Valuation Section No. 13—Gary Terminal.....                                 | 9.51 miles  |
| Valuation Section No. 14—Indiana Harbor to Indiana-Illinois State Line..... | 12.05 miles |
| Valuation Section No. 15—Indiana-Illinois State Line to South Chicago.....  | 2.92 miles  |

|                                                                                                |              |
|------------------------------------------------------------------------------------------------|--------------|
| Valuation Section No. 17—Rossville Yard on Chicago & Eastern Illinois R. R. at Rossville, Ill. | No main line |
| Valuation Section No. 20—Steelton Yard on Chicago & Eastern Illinois R. R. at Steelton, Ill.   | No main line |
| Valuation Section No. 21—Casparis Quarry near Ryan.....                                        | No main line |
| Total.....                                                                                     | 42.61 miles  |

**Total Tracks to be Constructed.**

| Kind                   | Division No. 1 | Division No. 2 | Division No. 3 | Total  |
|------------------------|----------------|----------------|----------------|--------|
| 1st Main.....          | 55.73          | 128.03         | 42.61          | 226.37 |
| 2nd Main.....          | 35.99          | 2.11           | 20.05          | 58.15  |
| 3rd Main.....          | 0.00           | 0.00           | 1.89           | 1.89   |
| Yards and Sidings..... | 33.98          | 184.74         | 417.59         | 636.31 |
| Totals.....            | 125.70         | 314.88         | 482.14         | 922.72 |

The general offices for construction and material yard for handling supplies for Divisions Nos. 1 and 2 would be located at Joliet, Ill., while for Division No. 3 they would be at Gary, Ind. Such materials as could be handled economically would be delivered by the other railroads at the various junction points which this carrier has with railroads entering Chicago. This would comprise such material as bridge timbers, culvert pipes, and other material needed for construction purposes before the beginning of actual track-laying.

On Division No. 1 it would require about six months for the necessary preliminary and location surveys and plans, and obtaining preliminary agreements with the carriers for crossings and connections. Two months additional would be required for completing agreements with the carriers, letting contracts for bridging, grading and getting the work started.

**Branches.**

|                                                            |             |
|------------------------------------------------------------|-------------|
| Valuation Section No. 6—Normantown to Aurora.....          | 9.63 miles  |
| Valuation Section No. 7—Walker to South Wilmington.....    | 36.93 miles |
| Valuation Section No. 8—Rockdale Junction to Rockdale..... | 6.58 miles  |

**On Joliet & Blue Island Railroad.**

|                                                                                               |              |
|-----------------------------------------------------------------------------------------------|--------------|
| Valuation Section No. 3-F—Tracks in Illinois Steel Company's plant at Joliet.....No main line |              |
| Total.....                                                                                    | 128.03 miles |

**Division No. 3.**

All tracks north of Griffith, Ind., also three small yards located at Rossville, Steelton and Ryan, Ill., as follows:

|                                                                           |            |
|---------------------------------------------------------------------------|------------|
| Valuation Section No. 9—Griffith to Shearson                              | 9.20 miles |
| Valuation Section No. 10—Shearson to Hammond.....                         | 3.19 miles |
| Valuation Section No. 10—Shearson to Whiting.....                         | 3.64 miles |
| Valuation Section No. 11—State Line Yard at Hammond.....No main line      |            |
| Valuation Section No. 16—98th Street Yard, South Chicago.....No main line |            |

**On Chicago, Lake Shore & Eastern Ry. Leased Line.**

|                                                                             |             |
|-----------------------------------------------------------------------------|-------------|
| Valuation Section No. 12—Cavanaugh to Kirk Yard Junction.....               | 2.10 miles  |
| Valuation Section No. 13—Gary Terminal.....                                 | 9.51 miles  |
| Valuation Section No. 14—Indiana Harbor to Indiana-Illinois State Line..... | 12.05 miles |
| Valuation Section No. 15—Indiana-Illinois State Line to South Chicago.....  | 2.92 miles  |

|                                                                                                  |              |
|--------------------------------------------------------------------------------------------------|--------------|
| Valuation Section No. 17—Rossville Yard on Chicago & Eastern Illinois R. R. at Rossville, Ill..  | No main line |
| Valuation Section No. 20—Steelton Yard on Chicago & Eastern Illinois R. R. at Steelton, Ill..... | No main line |
| Valuation Section No. 21—Casparis Quarry near Ryan.....                                          | No main line |
| Total.....                                                                                       | 42.61 miles  |

**Total Tracks to be Constructed.**

| Kind                   | Division No. 1 | Division No. 2 | Division No. 3 | Total  |
|------------------------|----------------|----------------|----------------|--------|
| 1st Main.....          | 55.73          | 128.03         | 42.61          | 226.37 |
| 2nd Main.....          | 35.99          | 2.11           | 20.05          | 58.15  |
| 3rd Main.....          | 0.00           | 0.00           | 1.89           | 1.89   |
| Yards and Sidings..... | 33.98          | 184.74         | 417.59         | 636.31 |
| Totals.....            | 125.70         | 314.88         | 482.14         | 922.72 |

The general offices for construction and material yard for handling supplies for Divisions Nos. 1 and 2 would be located at Joliet, Ill., while for Division No. 3 they would be at Gary, Ind. Such materials as could be handled economically would be delivered by the other railroads at the various junction points which this carrier has with railroads entering Chicago. This would comprise such material as bridge timbers, culvert pipes, and other material needed for construction purposes before the beginning of actual track-laying.

On Division No. 1 it would require about six months for the necessary preliminary and location surveys and plans, and obtaining preliminary agreements with the carriers for crossings and connections. Two months additional would be required for completing agreements with the carriers, letting contracts for bridging, grading and getting the work started.

**VALUATION SECTIONS AND MILEAGE STATEMENT  
ELGIN, JOLIET & EASTERN RAILWAY.**

| Valuation<br>Section | LOCATION                                        |                        | MILES      |                |               | Yards<br>and<br>Side Tracks | Joint<br>Side<br>Tracks | All<br>Tracks |
|----------------------|-------------------------------------------------|------------------------|------------|----------------|---------------|-----------------------------|-------------------------|---------------|
|                      | From                                            | To                     | First Main | Second<br>Main | Third<br>Main |                             |                         |               |
|                      | ELGIN, JOLIET & EASTERN RAILWAY.                |                        |            |                |               |                             |                         |               |
| 1                    | Waukegan, Ill.                                  | Spaulding, Ill.        | 36.29      | 1.31           |               | 28.34                       | 1.19                    | 67.13         |
| 2                    | Spaulding, Ill.                                 | Normantown, Ill.       | 24.77      |                |               | 13.52                       | 0.10                    | 38.39         |
| 3                    | Normantown, Ill.                                | Joliet, Ill.           | 13.83      | 0.80           |               | 76.92                       | 0.04                    | 91.59         |
| 4                    | Joliet, Ill.                                    | Dyer, Ill.             | 29.90      | 29.90          |               | 10.76                       | 2.33                    | 72.89         |
| 6                    | Normantown, Ill.                                | West Aurora, Ill.      | 9.63       |                |               | 3.88                        |                         | 13.51         |
| 7                    | Walker, Ill.                                    | South Wilmington, Ill. | 36.93      |                |               | 16.28                       |                         | 53.21         |
| 8                    | Rockdale Junction, Ill.                         | Rockdale, Ill.         | 6.58       |                |               | 1.78                        |                         | 8.36          |
| 11                   | State Line Yard at Ham-<br>mond                 |                        | No M. L.   |                |               | 7.65                        |                         | 7.65          |
| 16                   | 98th Street Yard on Belt<br>Railway.            |                        | No M. L.   |                |               | 11.97                       |                         | 11.97         |
|                      | Total—Elgin, Joliet & Eastern in Illinois       |                        | 157.93     | 32.01          |               | 171.10                      | 3.66                    | 364.70        |
| 5                    | Dyer, Ind.                                      | Porter, Ind.           | 25.83      | 6.09           |               | 14.18                       | 6.71                    | 52.81         |
| 9                    | Griffith, Ind.                                  | Shearson, Ind.         | 9.20       | 5.21           |               | 1.11                        |                         | 15.52         |
| 10                   | Shearson, Ind.                                  | Whiting and to Hammond | 6.83       |                |               | 3.85                        | 0.46                    | 11.14         |
|                      | Total—Elgin, Joliet & Eastern in Indiana        |                        | 41.86      | 11.30          |               | 19.14                       | 7.17                    | 79.47         |
|                      | Total—Elgin, Joliet & Eastern                   |                        | 199.79     | 43.31          |               | 190.24                      | 10.83                   | 444.17        |
|                      | Leased Lines:                                   |                        |            |                |               |                             |                         |               |
|                      | CHICAGO, LAKE SHORE & EASTERN RAILWAY.          |                        |            |                |               |                             |                         |               |
| 15                   | Indiana-Illinois State Line                     | South Chicago, Ill.    | 2.92       | 2.71           | 0.91          | 84.58                       | 0.22                    | 91.34         |
| 17                   | Rossville Yard on C. & E. I.                    |                        | No M. L.   |                |               | 6.64                        |                         | 6.64          |
| 20                   | Steelton Yard on C. & E. I.                     |                        | No M. L.   |                |               | 1.76                        |                         | 1.76          |
| 21                   | Casparis Quarry on C. & E. I.                   |                        | No M. L.   |                |               | 6.10                        |                         | 6.10          |
|                      | Total—Chicago, Lake Shore & Eastern in Illinois |                        | 2.92       | 2.71           | 0.91          | 99.08                       | 0.22                    | 105.84        |
| 12                   | Cavanaugh, Ind.                                 | Kirk Yard Junction     | 2.10       | 2.09           |               | 23.11                       |                         | 27.30         |
| 13                   | Kirk Yard and Steel Plant<br>near Gary, Ind.    |                        | 9.51       | 1.98           |               | 206.86                      |                         | 218.35        |
| 14                   | Illinois-Indiana State Line                     | Kirk Yard Junction     | 12.05      | 8.06           | 0.98          | 63.28                       |                         | 84.37         |
|                      | Total—Chicago, Lake Shore & Eastern in Indiana  |                        | 23.66      | 12.13          | 0.98          | 293.25                      |                         | 330.02        |
|                      | Total—Chicago, Lake Shore & Eastern             |                        | 26.58      | 14.84          | 1.89          | 392.33                      | 0.22                    | 435.86        |
|                      | JOLIET & BLUE ISLAND RAILROAD.                  |                        |            |                |               |                             |                         |               |
| 3-F                  | Joliet & Blue Island Railroad at Joliet, Ill.   |                        | No M. L.   |                |               | 42.69                       |                         | 42.69         |
|                      | Total Illinois                                  |                        | 160.85     | 34.72          | 0.91          | 312.87                      | 3.88                    | 513.23        |
|                      | Total Indiana                                   |                        | 65.52      | 23.43          | 0.98          | 312.39                      | 7.17                    | 409.49        |
|                      | Grand total                                     |                        | 226.37     | 58.15          | 1.89          | 625.26                      | 11.05                   | 922.72        |

To complete the grading and bridging, other than the steel and masonry structures, would require one season's work of about ten months. Six months additional would be required for the track-laying, completing the steel and masonry structures, ballasting the tracks, constructing the interlocking, and completing side tracks and yards; thus making a total of two years from the beginning of surveys until the completion of this part of the line, the construction work proper being done in the last sixteen months of this period. Upon its completion, Division No. 1 could be put into full operation.

Practically the same period of time for each of these processes would be required for Division No. 2. This would include the branches, yards and main line since the different parts of this division could be placed under construction simultaneously, by employing larger forces.

Division No. 3, comprising the work north of Griffith, with the extensive trackage to be built in Kirk Yard, in the Indiana Steel Company's plant at Gary, and in the Illinois Steel Company's plant at South Chicago, and with the relocation of such other railroads as would be essential to the reconstruction of the property, and the very heavy construction work needed to avoid grade crossings over the many carriers in this vicinity by building bridges over them with heavy embankments on each side, would require one year for the preliminary and location surveys, making plans and entering into agreements with the other carriers before beginning the work. Two months would be required for letting contracts, completing arrangements with other carriers and getting the construction work started. About twelve months would be required for the grading, completing bridges and other necessary work, during a portion of which time track construction would be under way in the yards and the buildings and structures of the carrier would be started. To finish the track construction, complete the steel bridges, buildings and other structures, together with the ballasting and necessary interlocking, would require ten months additional, or a total period of three years for the construction of this division of the carrier, during the last twenty-two months of which the construction work would be done.

The labor market has been considered as Chicago, and the points for freight reception and distribution as Joliet for Divisions Nos. 1 and 2, and Gary for Division No. 3.

The work on the steel bridges, depots, water stations, fuel stations, round houses, shops, fences, all of which would be built by contract, could proceed simultaneously with, or following, the track-laying work, as may be the more economical method as the work proceeds. Such buildings and structures along the right of way as could be more economically built by hauling the material from the general material yards would be constructed after the track-laying is completed.

On Division No. 1 several additional borrow pits outside of the right of way would be needed. In the near vicinity of Joliet it is assumed that a large additional pit would be purchased about two miles south of the Joliet yard where material would be obtained for constructing the Joliet yard located in Division No. 2.

In Division No. 2, additional pits would be needed one or two miles south of Waukegan for material for the construction of the Waukegan yards, and for heavy fills at North Chicago. Additional material would be obtained adjacent to the cuts which are located from two and a half to six and a half miles south of this point.

In Division No. 3 material would be obtained practically as in the original construction; first from Ridge Pit, nine miles south from Gary on Valuation Section No. 11, where material for the construction of the lines into Kirk Yard would be obtained; and a second pit called Dixie Pit, about five miles east of Gary. From this pit material would be obtained for the completion of that portion of Kirk Yard which could not be obtained by leveling the rolling sand ridges in that vicinity.

Gravel ballast used on all three divisions would be obtained from the Spaulding and Plainfield gravel pits, or their equivalent on a basis of minimum haul. Crushed stone and screenings would be obtained from Joliet; slag from Joliet and South Chicago; cinders from Waukegan, Joliet, South Chicago and Gary.

All interlocking work would be handled by contract.

Machinery and equipment needed for the purpose of construction would be purchased as required, and that needed for

operation at the end of each construction period would be so purchased that at completion of the construction the requisite equipment would be on hand to operate the road.

#### Inventory.

The field inventory of the roadway, bridge, building, signal, telegraph and telephone sections was begun in June, 1914, and substantially completed in December, 1914. The field inventory of the mechanical and electrical sections was begun September 30, 1914, and substantially completed March 31, 1915. Field pilots of the carrier accompanied the government forces to assist in identifying the property under most of the accounts.

After the completion of the inventory work proper a final review and inspection of the property was made by the responsible officers of the Division of Valuation, accompanied by officers of the carrier, by means of motor-car trips. In this inspection, adjustments were made of additions and betterments to the date of inventory, facts concerning subsidence and shrinkage were considered, and the locations of various claims made by the carrier were viewed.

The Public Utilities Commissions of Indiana and Illinois have been informally invited to observe the ways and methods used in making the inventory. The engineer of the Illinois commission has reviewed the instructions to field parties and discussed them somewhat at length, without suggesting any changes or modifications of practice or methods.

#### Unit Prices.

The basis of unit prices has been the normal cost to the carrier and of equivalent work to other carriers in similar locations. These prices have been checked with detailed estimates of costs of labor and material and with other cost data when available.

#### Depreciation.

Depreciation has been considered both with reference to statistical data and to observation in the field. The methods and principles followed in computing depreciation are those tentatively approved by the Division of Valuation.

### Grading.

Grading has been estimated by the one-way method. Cuts have been considered as hauled into the fills, with an allowance for overhaul over 500 feet and an extreme haul of 2500 feet, beyond which point the cuts would be wasted except in special locations where in large cuts or large fills the material would be handled by steam shovel and train. On some of the high fills built by train haul an allowance has been made for building temporary trestles for unloading the material. The material handled by steam shovel and train would be hauled an average of  $2\frac{1}{2}$  miles and the price as fixed is a flat price including the allowance for overhaul.

An estimate of 10 per cent. has been added as the probable average amount of shrinkage in the volume of the fills from the amount originally measured in excavation.

Subsidence has been estimated where it has been observed. Several large sink holes were found along the line of the road, in which the settlement of the embankment had been great and much excess material placed. Information concerning these was obtained from the carrier's records, by observation, affidavits, inspection of the original plans and profiles, measurements of pits from which the material was borrowed, statements of witnesses concerning the way in which piles were driven where bridges had been built previous to the filling, and in other ways, so that a conclusion was reached as to the amount of material which was placed by the carrier in each of these sink holes in excess of that appearing at present above the surface of the ground.

Other hidden work, that is, items not directly visible, such as pipe and blind culverts, were ascertained from evidence furnished by the carrier, from plans and records, oral statements, observation in the field as to inlets and outlets, and whatever evidence might be available.

Clearing and grubbing were inventoried in accordance with conditions on the nearest adjacent property which is not occupied for railroad purposes.

The ballast material which has been depressed into the embankment below the depth of the carrier's standard ballast

section has been shown as a separate item and priced on the basis of the earth grading.

No sodding or artificial growths have been claimed by the carrier and none have been included in the inventory.

### Adjusted Claims.

The following claims made by the carrier were adjusted:

**Sink Holes:** Carrier claims a settlement of the embankment in twelve large sink holes amounting to 482,284 cubic yards. After investigation and full consideration it was estimated that 301,448 cubic yards was correct and that amount is included in the inventory.

**Subsidence:** Claim was made for subsidence other than sink holes to the amount of 10 per cent. of the volume of the fills. From observation, calculation and the evidence submitted it was estimated that 284,372 cubic yards was correct, this amount being 4.03 per cent. of the volume of the fills, and was included in the inventory.

**Grading on the Baltimore & Ohio Right of Way:** In constructing the Chicago, Lake Shore & Eastern Railway along the south end of Lake Michigan, adjacent to and parallel to the Baltimore & Ohio Railroad, for some distance the line was originally constructed on the Baltimore & Ohio right of way and filling was cast over from this track, the track being gradually moved out to its present location. The quantity of grading on the Baltimore & Ohio property amounted to 42,260 cubic yards. Another method by which this grading could have been handled was to construct a trestle in or along the edge of the lake and do the filling from this. After considering the cost of the two methods, the method followed in the original plan of construction appeared to be the cheaper; consequently the yardage mentioned above was included in the inventory.

**Filling Along Lake Michigan:** In the same vicinity as the last item there was over a mile of the Chicago, Lake Shore & Eastern Railway constructed in and along the south shore of Lake Michigan by filling with iron slag and refuse from the steel plants. This material being very heavy was well adapted for the purpose of resisting the wash of the waves from the

lake. On the outer edge of the fill a strong wall of the larger pieces of the same material was used. The carrier claimed a special classification on this material, which was so inventoried.

**Miscellaneous Inventory Corrections:** A number of minor claims for omissions and errors in the notes and corrections due to additions and betterments between the time of the field inventory and the date set for the valuation of the property, were investigated and the inventory corrected according to the facts as found.

**Pile Trestles Filled:** Claims were submitted for pile trestles built in the original construction and later filled. In establishing unit prices for grading, the value of these trestles was not included, except where temporary trestles would be necessary in a scheme of reproduction new under present-day conditions; namely, where there are high fills to be made by use of steam shovel and train.

**Special Assessments:** Claims for special assessments amounting to \$58,434.50 were submitted, but were not included in the inventory.

**Unadjusted Claims and Questions About which there is Doubt.**

The following tracks, on account of their industrial relationship, have been kept as separate sub-sections:

| Valuation Section |                                                                                                                                                                                               |
|-------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3-F               | Joliet & Blue Island Railroad located chiefly inside the Illinois Steel Company's plant at Joliet.                                                                                            |
| 13-E              | Chicago, Lake Shore & Eastern Railway tracks inside the Indiana Steel Company's plant at Gary, Ind.                                                                                           |
| 13-I              | Chicago, Indiana & Southern Railway track which is being used by the Elgin, Joliet & Eastern Railway from Gary & Western Junction to Dixie Pit.                                               |
| 14                | Part of Valuation Section 14, being the tracks claimed as belonging to the Chicago, Lake Shore & Eastern Railway on the property of the Universal Portland Cement Company at Buffington, Ind. |
| 15-C              | The tracks inside the plant of the Illinois Steel Company at South Chicago, Ill.                                                                                                              |

**Grading at Joliet and South Chicago:** The Illinois Steel Company at Joliet built certain tracks which were sold to the Joliet & Blue Island Railroad in 1890. These are located on land of the steel company and the carrier claims the grading under these tracks. This amounts to 137,680 cubic yards, of which amount 12,881 cubic yards is in earth approaches to trestles located above the general level of the yard. This grading covers only a small portion of the total grading under tracks in the steel plant and is confined exclusively to the tracks in the original purchase from the steel company, and does not apply to the tracks built since the original purchase.

At South Chicago there is a similar situation, in the tracks sold by the Illinois Steel Company to the Chicago, Lake Shore & Eastern Railway. There is a total of 709,180 cubic yards of grading, of which 28,670 cubic yards is in approaches to trestles above the general level of the ground. This also is only a small proportion of the grading under tracks in the steel company's yard and applies to the original tracks purchased from the Illinois Steel Company in 1890 and not to those constructed since that time. This grading was done by the steel company, which retains ownership in the land.

This grading was not included in the inventory.

**Plans:** Carrier claims in the Superintendent of Motive Power's office 2039 tracings worth \$6416.25, and in the chief engineer's office 11,443.6 square feet of tracings and drawings and estimates these as worth \$5.675 per square foot. These have not been included in the inventory as a separate item as they are chargeable to engineering or the items for which the plans were prepared.

**Miscellaneous Expenditures:** Claims for various miscellaneous expenditures were submitted, which are shown in the accompanying detailed statement and which divide into the various accounts as follows:

|                                           |            |
|-------------------------------------------|------------|
| Account 1—Engineering.....                | \$2,222.55 |
| Account 3—Grading.....                    | 6,841.69   |
| Account 8—Ties.....                       | 101.75     |
| Account 15—Crossings and signs.....       | 25,920.72  |
| Account 43—Other expenditures.....        | 28,833.57  |
| Account 73—Law expenses.....              | 1,118.45   |
| Account 75—Taxes during construction..... | 1,497.54   |

These claims while designated by the carrier as "Hidden Values," are in reality claims for cost of the property in addition to contract prices. These would appear to be valid charges and in general are represented in the prices in the inventory.

**Property Used but Not Owned:** A list is given in the report showing tracks over which the Elgin, Joliet & Eastern Railway has "trackage rights" through contract. The inventory and valuation of these tracks will be found in the valuation of the respective owning carriers, which as yet has not been completed.

Accompanying this inventory is a statement of other property claimed as used, including the industrial tracks on which the cars and engines of this carrier are operated. Inventory has not been made of this latter property, as the use of this property and tracks is merely incident to the receipt and delivery of freight to and from the industries owning the same.

**Over and Under Crossings—Bridge No. 14½:** At North Chicago, the Elgin, Joliet & Eastern Railway crosses on a bridge over the entrance to Foss Park. Approximately one-half the cost of this bridge, or \$500.00, was paid by the city of North Chicago. The city does not claim any ownership in the bridge, and it was all included in the inventory.

**Bridge No. 15:** At North Chicago the Elgin, Joliet & Eastern Railway crosses over the Chicago and North Western Railway and an adjacent highway. At this point the Chicago and North Western tracks were lowered several feet and the highway was moved and reconstructed. The expense to the Elgin, Joliet & Eastern Railway for this work was \$21,655.72. Of this amount \$1401.05 was for work done on the highway; \$8092.30 was paid to the Chicago & North Western Railway for changes made by them; and \$12,162.37 was the cost of work done on the Chicago & North Western tracks by the Elgin, Joliet & Eastern Railway; making a total of \$20,254.67 expended in changes of the Chicago & North Western Railway.

For the convenience of the Chicago & North Western Railway, certain changes were made in the Elgin, Joliet & Eastern bridge and for doing this the Chicago and North Western Railway paid to the Elgin, Joliet & Eastern Railway the sum of \$15,000. The entire bridge, abutments and embankments

adjacent to the Elgin, Joliet & Eastern Railway tracks have been inventoried to the Elgin, Joliet & Eastern Railway. No adjustments however, have been made concerning the \$15,000 received for fixing the bridge and tracks for the Chicago & North Western Railway, nor for the expenditure of \$20,254.67 on the Chicago & North Western Railway and \$1401.05 for work done on the highway.

**Bridge No. 16:** At North Chicago, the Elgin, Joliet & Eastern Railway crosses above the Chicago & Milwaukee Electric Railroad and a highway. This bridge was built and is maintained by the Chicago & Milwaukee Electric Railroad. Both companies claim ownership. There was originally a pile bridge at this point which was owned by the Elgin, Joliet & Eastern Railway. Neither bridge has been included in the inventory.

**Bridge No. 132:** At Ingleton, Ill., the Chicago Great Western Railway crosses over the Elgin, Joliet & Eastern Railway. In accordance with agreed settlement between the carriers, the entire bridge was inventoried to the Elgin, Joliet & Eastern Railway.

**Bridge No. 134½:** At West Chicago, the Aurora, Elgin & Chicago Railroad (formerly the Chicago, Wheaton & Western Electric Railway) crosses over the Elgin, Joliet & Eastern Railway and the Chicago & North Western Railway. In accordance with agreement between the carriers, one-eighth interest was inventoried to the Elgin, Joliet & Eastern Railway, one-eighth interest being claimed by the Chicago & North Western Railway, three-fourths interest by the Aurora, Elgin & Chicago Railroad.

**Bridge No. 156:** At Electric Junction, the Elgin, Joliet & Eastern Railway crosses over the Aurora, Elgin & Chicago Railroad. This bridge was built and is maintained by the Aurora, Elgin & Chicago Railroad. Both companies claim ownership. This bridge has not been included in the inventory.

**Bridge No. 198½:** At Joliet, the Elgin, Joliet & Eastern Railway crosses over the coke oven lead belonging to the Joliet & Blue Island Railroad, which is operated under lease by the Elgin, Joliet & Eastern Railway. The original cost of the bridge was paid by the Joliet & Blue Island Railroad. The

bridge is on the right of way of the Elgin, Joliet & Eastern Railway, who claim full ownership, and it was included in the inventory.

Bridge No. 226: At Brisbane, Ill., the Wabash Railroad crosses over the Elgin, Joliet & Eastern Railway. In constructing this bridge the Wabash Railroad was elevated some six or seven feet. The total cost of the bridge and elevating the Wabash Railroad is given as \$21,151.01, of which each road paid one-half. Each road concedes one-half interest to the other road. One-half the bridge and abutments was inventoried to the Elgin, Joliet & Eastern Railway. The grading, which amounted to 20,542 cubic yards of earthwork in the Wabash track, was not included in the inventory, nor were the expenditures of the Elgin, Joliet & Eastern Railway for one-half the expense of changing the connecting tracks.

Bridge No. 276: At Chicago Heights, the Elgin, Joliet & Eastern Railway crosses Butler Street on a bridge. This bridge was originally paid for by the Chicago Terminal Transfer Railroad, now owned by the Baltimore & Ohio Chicago Terminal Railroad, as a consideration for allowing a crossing at Bridge No. 278, Stewart Avenue. This bridge has been included in the inventory.

Bridge No. 278: At Chicago Heights, the Elgin, Joliet & Eastern Railway passes over the tracks of the Chicago Heights Terminal Transfer Company and the Baltimore & Ohio Chicago Terminal Railroad at Stewart Avenue. This structure was paid for by the Chicago Terminal Transfer Railroad, predecessor of the Baltimore & Ohio Chicago Terminal Railroad, and ownership is claimed by both that carrier and the Elgin, Joliet & Eastern Railway. The superstructure is maintained by the Elgin, Joliet & Eastern Railway, and the substructure is maintained by the Baltimore & Ohio Chicago Terminal Railroad. The superstructure was inventoried to the Elgin, Joliet & Eastern Railway, but the substructure was not included in the inventory.

Bridges Nos. 713 and 713½: At Indiana Harbor, Ind., the Chicago, Lake Shore & Eastern Railway crosses over two subways of the Inland Steel Company. These bridges were originally built, are maintained, and ownership is claimed

by the Inland Steel Company. The Chicago, Lake Shore & Eastern Railway admit this ownership. These bridges were not included in the inventory.

Bridge No. 720-B: West of Gary, Ind., the Baltimore & Ohio Railroad crosses over a highway on a subway. This bridge was built incident to the relocation of the Baltimore & Ohio Railroad in anticipation of future use, by the Chicago, Lake Shore & Eastern Railway, at a cost of \$19,573.17. It is maintained by the Baltimore & Ohio Railroad and is upon their right of way. It is claimed by both carriers. This bridge was not included in the inventory.

Bridge No. 720-C: West of Gary, Ind., the New York Central Railroad crosses over a highway on a subway. This bridge, for similar reasons to 720-B, was built by the Chicago, Lake Shore & Eastern Railway at a cost of \$35,941.46, of which amount the New York Central Railroad paid \$6000. It is maintained by the New York Central Railroad and is upon their right of way. It is claimed by both carriers. This bridge was not included in the inventory.

Overhead Foot Bridge: At 89th Street, South Chicago, a foot bridge has been constructed over the tracks belonging to the Chicago, Lake Shore & Eastern Railway in the Illinois Steel Company's yards. This bridge was built jointly by the Chicago, Lake Shore & Eastern Railway and the Illinois Steel Company, and each claim one-half ownership. One-half of this bridge has been included in the inventory.

Trestles in Illinois Steel Company's Plant: At Joliet, the Chicago, Lake Shore & Eastern Railway report payments on the construction of bridges and trestles, and claim the following:

|                                                     |             |
|-----------------------------------------------------|-------------|
| Trestle in hot metal viaduct lead to converter..... | \$18,530.84 |
| Iron ore trestles.....                              | 2,131.43    |
| High line over Chicago & Alton Railroad....         | 2,419.21    |
| Total.....                                          | \$23,081.48 |

In the same locality, a claim is made for ownership of a trestle with an estimated value of \$8197.09. None of these trestles have been included in the inventory.

bridge is on the right of way of the Elgin, Joliet & Eastern Railway, who claim full ownership, and it was included in the inventory.

Bridge No. 226: At Brisbane, Ill., the Wabash Railroad crosses over the Elgin, Joliet & Eastern Railway. In constructing this bridge the Wabash Railroad was elevated some six or seven feet. The total cost of the bridge and elevating the Wabash Railroad is given as \$21,151.01, of which each road paid one-half. Each road concedes one-half interest to the other road. One-half the bridge and abutments was inventoried to the Elgin, Joliet & Eastern Railway. The grading, which amounted to 20,542 cubic yards of earthwork in the Wabash track, was not included in the inventory, nor were the expenditures of the Elgin, Joliet & Eastern Railway for one-half the expense of changing the connecting tracks.

Bridge No. 276: At Chicago Heights, the Elgin, Joliet & Eastern Railway crosses Butler Street on a bridge. This bridge was originally paid for by the Chicago Terminal Transfer Railroad, now owned by the Baltimore & Ohio Chicago Terminal Railroad, as a consideration for allowing a crossing at Bridge No. 278, Stewart Avenue. This bridge has been included in the inventory.

Bridge No. 278: At Chicago Heights, the Elgin, Joliet & Eastern Railway passes over the tracks of the Chicago Heights Terminal Transfer Company and the Baltimore & Ohio Chicago Terminal Railroad at Stewart Avenue. This structure was paid for by the Chicago Terminal Transfer Railroad, predecessor of the Baltimore & Ohio Chicago Terminal Railroad, and ownership is claimed by both that carrier and the Elgin, Joliet & Eastern Railway. The superstructure is maintained by the Elgin, Joliet & Eastern Railway, and the substructure is maintained by the Baltimore & Ohio Chicago Terminal Railroad. The superstructure was inventoried to the Elgin, Joliet & Eastern Railway, but the substructure was not included in the inventory.

Bridges Nos. 713 and 713½: At Indiana Harbor, Ind., the Chicago, Lake Shore & Eastern Railway crosses over two subways of the Inland Steel Company. These bridges were originally built, are maintained, and ownership is claimed

by the Inland Steel Company. The Chicago, Lake Shore & Eastern Railway admit this ownership. These bridges were not included in the inventory.

Bridge No. 720-B: West of Gary, Ind., the Baltimore & Ohio Railroad crosses over a highway on a subway. This bridge was built incident to the relocation of the Baltimore & Ohio Railroad in anticipation of future use, by the Chicago, Lake Shore & Eastern Railway, at a cost of \$19,573.17. It is maintained by the Baltimore & Ohio Railroad and is upon their right of way. It is claimed by both carriers. This bridge was not included in the inventory.

Bridge No. 720-C: West of Gary, Ind., the New York Central Railroad crosses over a highway on a subway. This bridge, for similar reasons to 720-B, was built by the Chicago, Lake Shore & Eastern Railway at a cost of \$35,941.46, of which amount the New York Central Railroad paid \$6000. It is maintained by the New York Central Railroad and is upon their right of way. It is claimed by both carriers. This bridge was not included in the inventory.

Overhead Foot Bridge: At 89th Street, South Chicago, a foot bridge has been constructed over the tracks belonging to the Chicago, Lake Shore & Eastern Railway in the Illinois Steel Company's yards. This bridge was built jointly by the Chicago, Lake Shore & Eastern Railway and the Illinois Steel Company, and each claim one-half ownership. One-half of this bridge has been included in the inventory.

Trestles in Illinois Steel Company's Plant: At Joliet, the Chicago, Lake Shore & Eastern Railway report payments on the construction of bridges and trestles, and claim the following:

|                                                     |             |
|-----------------------------------------------------|-------------|
| Trestle in hot metal viaduct lead to converter..... | \$18,530.84 |
| Iron ore trestles.....                              | 2,131.43    |
| High line over Chicago & Alton Railroad....         | 2,419.21    |
| Total.....                                          | \$23,081.48 |

In the same locality, a claim is made for ownership of a trestle with an estimated value of \$8197.09. None of these trestles have been included in the inventory.

Changes in Railroads at Gary, Ind.: In order to provide clear space for the location and development of the Indiana Steel Company's plant at Gary, Ind., convenient access for the Chicago, Lake Shore & Eastern Railway, including its Kirk Yard, connections at Cavanaugh for Griffith, through connection to the Illinois Steel Company's plant at South Chicago, and to avoid crossings and interference of other carriers with the construction and operation of the steel plants and of the Chicago, Lake Shore & Eastern Railway, extensive changes were made in the location of other roads from Indiana Harbor to Millers, Ind.

The Baltimore & Ohio Railroad, the Lake Shore & Michigan Southern Railway (now New York Central Railroad), and the Chicago, Indiana & Southern Railway (now New York Central Railroad) were each removed from their former locations and rebuilt for a number of miles in each case. The Baltimore & Ohio Railroad and the Lake Shore & Michigan Southern Railway rebuilt their own lines, and the Chicago, Lake Shore & Eastern Railway paid for same. In the changing of the Chicago, Indiana & Southern Railway, the Chicago, Lake Shore & Eastern Railway built a new line for the Chicago, Indiana & Southern Railway, which was to be used jointly by the two companies, and also formed another corporation, the Gary & Western Railway, and built a new connection for the Chicago, Indiana & Southern Railway through the southern part of the town of Gary, which also was to be used jointly by the two companies. However, the practical outcome of operation has been that the Gary & Western Railway is operated solely by the Chicago, Indiana & Southern Railway (New York Central Railroad), and the first line built for their joint use is operated solely by the Chicago, Lake Shore & Eastern Railway (Elgin, Joliet & Eastern Railway). The expenditures of the Chicago, Lake Shore & Eastern Railway for this work, as obtained from their accounts, were as follows:

|                                                              |                |
|--------------------------------------------------------------|----------------|
| Relocation of Baltimore & Ohio Railroad.....                 | \$372,813.18   |
| Relocation of Lake Shore & Michigan Southern<br>Railway..... | 628,463.22     |
| Construction of Gary & Western Railway.....                  | 576,913.64     |
| Miscellaneous, Chicago, Lake Shore & Eastern<br>Railway..... | 257,111.43     |
| Total.....                                                   | \$1,835,301.47 |

This should be credited with the value of the old tracks of the Chicago, Indiana & Southern Railway, Baltimore & Ohio Railroad, and the Lake Shore & Michigan Southern Railway, which were retained on the property turned over to the Chicago, Lake Shore & Eastern Railway and which have been included in the inventory of the Chicago, Lake Shore & Eastern Railway, the totals as furnished by the carrier being as follows:

|                                                                                                          |              |
|----------------------------------------------------------------------------------------------------------|--------------|
| Chicago, Indiana & Southern Railway, 1.32 miles<br>of track.....                                         | \$10,621.21  |
| Baltimore & Ohio Railroad, 9.87 miles of track.....                                                      | 83,627.13    |
| Lake Shore & Michigan Southern Railway, 11.73<br>miles of track.....                                     | 128,557.25   |
| Chicago, Lake Shore & Eastern Tracks—on flue<br>dirt, 1.23 miles of track.....                           | 8,062.00     |
| Chicago, Lake Shore & Eastern, Pittsburgh, Fort<br>Wayne and Chicago Interchange Yard (inventoried)..... | 2,382.00     |
|                                                                                                          | \$233,250.59 |

Deducting this total leaves an amount of \$1,602,050.88 as the net cost to the Chicago, Lake Shore & Eastern Railway for changes of other railroads.

The total length of tracks covered by these changes within the Gary situation is as follows:

#### New Main Line Constructed.

|                                          |                                               |
|------------------------------------------|-----------------------------------------------|
| Baltimore & Ohio Railroad.....           | { 1st main 54,681 feet<br>2d main 54,681 feet |
| Lake Shore & Michigan Southern Ry.....   | { 1st main 58,560 feet<br>2d main 58,560 feet |
| Chicago, Indiana & Southern Railway..... | Single track 30,206 feet                      |
| Gary & Western Railway.....              | Single track 38,957 feet                      |

#### New Side Tracks Constructed.

|                                             |              |
|---------------------------------------------|--------------|
| Baltimore & Ohio Railroad.....              | 12,068 feet  |
| Lake Shore & Michigan Southern Railway..... | 44,515 feet  |
| Gary & Western Railway.....                 | 5,719.2 feet |

Old Main Line.

|                                                  |                                                   |
|--------------------------------------------------|---------------------------------------------------|
| Baltimore & Ohio Railroad.....                   | { 1st main 53,746.1 feet<br>2d main 53,746.1 feet |
| Lake Shore & Michigan Southern Rail-<br>way..... | { 1st main 59,844 feet<br>2d main 59,844 feet     |
| Chicago, Indiana & Southern Railway.....         | Old main 29,056 feet                              |

Old Side Tracks.

|                                                                                                                                                                                                      |                                               |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|
| Baltimore & Ohio Railroad.....                                                                                                                                                                       | 13,992 feet                                   |
| Lake Shore & Michigan Southern Railway.....                                                                                                                                                          | 44,557 feet                                   |
| Chicago, Indiana & Southern Railway.....                                                                                                                                                             | 5,719.2 feet                                  |
| Old tracks of Baltimore & Ohio Rail-<br>road in use by Chicago, Lake Shore &<br>Eastern Railway as main lines, on date<br>of valuation, between Indiana Harbor<br>and Baltimore & Ohio Junction..... | { 1st main 12,632 feet<br>2d main 12,632 feet |

Old tracks in use by Chicago, Lake Shore & Eastern Railway  
as side tracks on date of valuation:

|                                             |             |
|---------------------------------------------|-------------|
| Lake Shore & Michigan Southern Railway..... | 11.73 miles |
| Chicago, Indiana & Southern Railway.....    | 1.32 miles  |
| Baltimore & Ohio Railroad.....              | 5.09 miles  |

That portion of the tracks of the Baltimore & Ohio Railroad and the Chicago, Indiana & Southern Railway which formerly crossed the present site of the Indiana Steel Company's plant and easterly therefrom have been removed. That part westerly therefrom which still survives, with the exception of the tracks on the American Sheet and Tin Plate Company's plant, is in use by the Chicago, Lake Shore & Eastern Railway and has been included in the inventory.

The former tracks of the Lake Shore & Michigan Southern Railway, the greater portion of which still remain, have been included in the inventory as found.

No portion of the cost of new construction of the Baltimore & Ohio Railroad, Lake Shore & Michigan Southern Railway, and the Gary & Western Railway has been included in the cost of reproduction.

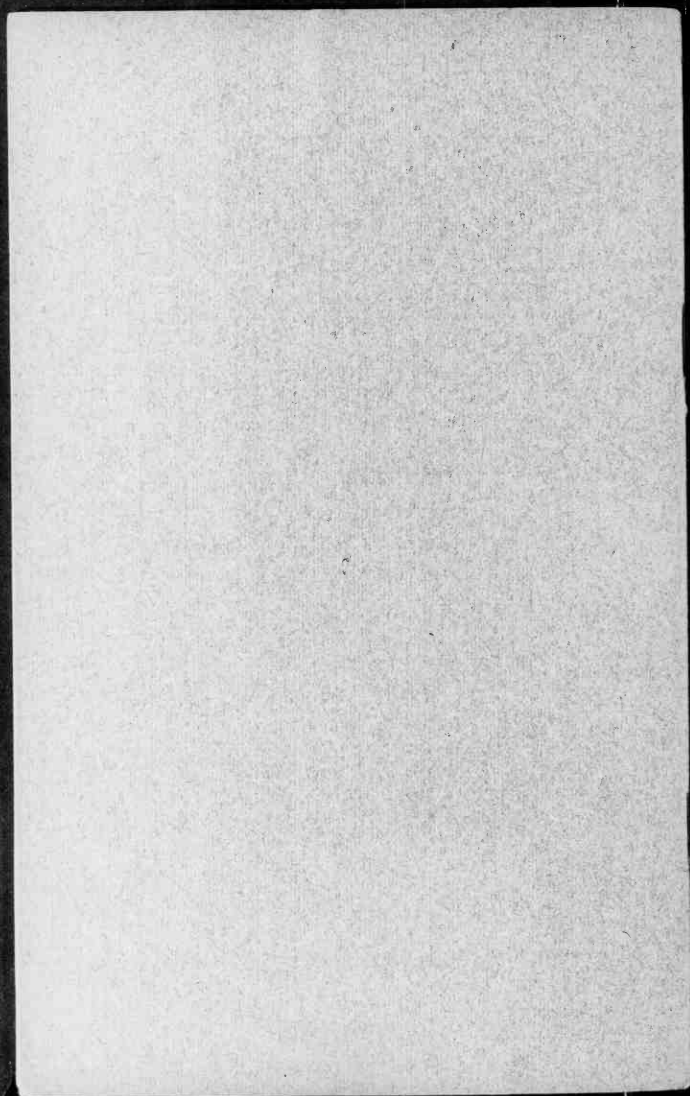
The relocated property of the Chicago, Indiana & Southern Railway, which is used exclusively by the Elgin, Joliet & Eastern Railway, has been included in the inventory.

From the junction of the Gary & Western Railway with the Chicago, Indiana & Southern Railway east of Gary to Dixie Pit, a distance of 2.61 miles, the Chicago, Indiana & Southern Railway formerly had a track on the north side of the Gary & Western Railway. The Gary & Western Railway, being on the south side of this and at a higher elevation, a track was extended easterly to Dixie Pit, south of the Chicago, Indiana & Southern Railway and was built by the Chicago, Lake Shore & Eastern Railway. On account of the present use of the Gary & Western Railway by the Chicago, Indiana & Southern Railway exclusively, for convenience of operation they use this track east from the Gary and Western Junction to Dixie Pit. The Chicago, Lake Shore & Eastern Railway, on account of their tracks all being located on the north side, both in the sand pit and through the steel company's plant at Kirk Yard, use this track on the north side to Dixie Pit, at which point they have tracks for the removal of sand. The south track of these two, 13-I, was included in the inventory of the Chicago, Lake Shore & Eastern Railway. It was understood at the time of inventory that there was to be an immediate exchange of all the Chicago, Indiana & Southern Railway tracks which are being used by the Chicago, Lake Shore & Eastern Railway, for the Gary & Western Railway, and such tracks of the Chicago, Lake Shore & Eastern Railway as are being used by the Chicago, Indiana & Southern Railway. This exchange is still imminent, but has not been fully consummated.

Abandoned Property.

A statement has been submitted by the Elgin, Joliet & Eastern Railway with reference to abandoned property and a list of such property accompanies the report. This has been given general verification for claims amounting to \$86,829.21. Further claims have been presented for property amounting to \$12,861.60, which has not been identified on the ground.

MSH 21464



**END OF  
TITLE**